

FINAL
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THREATEN STRIKE ON ALL SURFACE CARS
TO OFFSET DEFEAT ON SUBWAY AND 'L'FRENCH GAIN AT VERDUN
AND REPEL FOUR MASSED
ATTACKS SOUTH OF SOMME

German Assaults Failed to Reach Positions Which They Were Trying to Recapture—Violent Battle Is Still Raging.

PARIS, Sept. 8.—Four attacks in dense formations were launched by the Germans south of the Somme last night between Verdun and Chaumes.

None of the attacks succeeded in reaching any French positions and the French took 200 more prisoners, the War Office announced today.

The Germans attacked heavily against new French positions between Bery and a point south of Chaumes, suffering heavy losses.

North of the Somme there was great artillery activity but no infantry fighting.

The French made further progress on the Verdun front last night by grenade attacks.

A German attack at Vaux Chaptre, where the French made a most successful drive Wednesday night, was repulsed.

LONDON, Sept. 8.—The text of the British statement to-day says:

"Beyond the usual artillery activity and some local bombing flights there was nothing to report on the Somme front. Two officers and fifty men were brought in as prisoners yesterday."

"Southeast of Guinchy and near Richebourg l'Avoue we raided the enemy's trenches, inflicting severe casualties."

The enemy shelled armentieres (northeast of Lille) yesterday evening."

PARIS, Sept. 8.—The text of the French official statement says:

"On the Somme front our artillery activity continued in various sectors north of the river."

"South of the Somme the enemy attacked during the night the position won by us from Herry to south of Chaumes. His attacks resulted only in considerable losses for him."

"Between Verdun and Chaumes the Germans launched no fewer than four massed attacks, each preceded by an intense bombardment. Everywhere we maintained our gains in their entirety. Two hundred fresh prisoners have been added to the 400 counted yesterday in the same region."

"On the right bank of the Meuse (Verdun front), between Vaux-Chaptre and the Chenois Wood, we made some progress by means of hand-grenades. A German attack on our Vaux-Chaptre positions failed under our curtain of fire."

"The night was calm on the rest of the front."

"Army of the East—There was a violent artillery duel on the Struna front and in the region of the Boles Mountains and Lake Dolrain. There was comparative calm on the Serbian front."

"An enemy aeroplane was brought down southwest of Lake Dolrain. It fell in flames within our lines."

BERLIN, Sept. 8. (via London).—The text of the German official statement follows:

"Western Front—North of the River Somme considerable artillery activity continues."

"South of the river infantry fighting again started in the afternoon. The enemy was repulsed with great losses. West of Herry some portions of trenches remain in the hands of the enemy."

"On the right bank of the Meuse (Verdun sector) it only now becomes known that we lost ground in the fighting northwest of Fort Souville on the day before yesterday. A heavy reciprocal artillery fire continues."

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Tickets, excursions, sailings, etc., for all lines. Coastwise, Central and South America, Europe, Africa, Asia and Australia. Also day and night. Travelers' checks and money orders.

(Continued on Fourth Page.)

ELECTRICAL STORM
BOMBARDS CITY;
LIGHTNING STRIKES

Man Hit by Bolt on West Side—Rain Like Cloudburst in Middle Section.

WIND 60 MILES AN HOUR.

Gale and Rain Make Thermometer Drop 14 Degrees From Almost 90.

A sixty-mile gale out of the Northwest brought relief to the city's thousands at ten minutes of three o'clock today. The thermometer fell nearly thirteen degrees in two or three minutes, from nearly 90 degrees to 77 degrees. But with relief to those who were suffering from heat came injuries to several persons and destruction of property from lightning, wind and rain.

A veritable cloudburst fell on the city at 3 o'clock in the zone of lower Central Park, while the lower part of the city was yet dry though menaced by an ugly slate colored cloud bank in the south and southwest, with papers and advertising banners flying like enormous bats through a gloom of dust clouds.

A wagon of the Headship Express Company was blown over as though it were a big paper box at Fifty-first Street and Seventh Avenue by the first fierce breath of the big wind. The driver was pinned under the wreck until police strike guards at the car barns could drag him out, badly injured.

The electrical storm also struck the upper part of the city before the rumblings of thunder and the flashes of lightning were appreciable downtown. A man near the recreation pier at the foot of West One Hundred and Thirtieth Street was struck by a bolt. Reports of flag poles splintered and scaffolding and cornices blown away came from uptown to Police Headquarters.

The storm afforded the crowd which is always to be found at Forty-second Street and Broadway a number of thrills.

The wind storm which preceded the rain blow over a street car sign and frightened a horse, which was standing in front of the Kialto Theatre, hitched to a load of plate glass belonging to the Werner Glass Company of No. 137 Washington Street.

Then came the thunder clap and the horse started up Seventh Avenue with a rush. As he swung toward Broadway at Forty-third Street the wagon wheels struck the curb and over went the load of plate glass in a great crash.

The crowd in the neighborhood, which had been waiting tensely for something to happen, started after the runaway until it looked like an infantry charge.

But just as it got to the wreck of the glass wagon the cloudburst occurred and there was a hasty scampering for shelter.

Some of the workers in the subway excavation at Forty-third Street caught the horse and took care of it until the drenched driver appeared.

The storm clouds to the south joined those circling in from the north and west soon after 3:30 o'clock and New York was in for its most theatrical and noisiest lightning thunder squall of the summer.

The electrical phase of the storm was sending down blinding shafts into Brooklyn before the first rain fell in lower Manhattan as the west began to lighten at twenty-five minutes to 4 o'clock.

The storm followed a day and night of unusual heat and moisture. Even at the coolest hour of last night the thermometer was never below 70 degrees. Until nearly dawn the air was 100 per cent. wet. From 75 degrees at 9 o'clock in the morning until ten minutes past 3 o'clock in the afternoon the mercury climbed almost to the 90 degree mark, while the humidity went down one-half. The hottest early September day in Weather Bureau history was Sept. 7, 1873, when the mercury climbed to 100 degrees.

SAFETY TONIC FOR BABIES.

Foster's Food Medicine gives strength. Contains no alcohol or sugar—Adm.

"POOR LITTLE RICH GIRL,"
WHO AT LAST HAS
A HOME OF HER OWNGERMANS STRIPPED
NAKED BY EFFECT
OF FIRE OF BIG GUNS

Absence of Wounds Indicates That They Die From Tremendous Concussion.

LONDON, Sept. 8.—Describing the effects of the British bombardment of the German positions at Guillemont, the correspondent of Reuter's telegram Company at the British Headquarters in France says:

"The ground to the east of the village was strewn with German dead. The corpses in many cases were stark naked, every stitch of clothing having been blasted off them. A very large proportion of these bodies showed no signs of wounds and there is little doubt that the men were killed by the intense concussion. Even in the dugouts with which the place was warded few men escaped the bombardment, and those who did said their nerves were destroyed by the terrific poundings of the British guns."

PARIS, Sept. 8.—The ever-increasing violence of the bombardment now in progress along more than thirty miles of fighting front in the Somme sector is thus described in a dispatch today from the authorized correspondent of La Liberte with the French army:

"From one end to the other of the attacking front the cannons raged yesterday evening, reaching a degree of intensity hitherto without precedent. Each day it seemed as if the extreme limit possible had been reached, but each day the bombardment still grows in violence and fury. The French and British batteries along the whole front never cease to pour out a deluge of thousands and thousands of shells of every calibre."

"Never have I witnessed such a spectacle," said an officer who had just arrived at the front near Verdunville.

"The German positions at the close of yesterday evening were surrounded with clouds of dust and smoke, through which objects could be distinguished faintly. One frightful explosion followed another. From time to time one saw enormous masses of earth and material thrown up and among it all the bodies of the dead, torn to fragments."

"When night came the sky stretched out like one vast furnace, so that as far as one could see there was nothing but a horizon of fire."

You Don't Have to Wait for a Bite, the Fish Jump Into Your Boat.

LAKE MILLS, Wis., Sept. 8.—You don't have to bait 'em here. They come after you. Lloyd and Jane Thomas of Waukesha, Wis., 19 and 12 years old respectively, nearly captured their boat when a five and one-half pound black bass jumped into it. Fishermen on Fox River came to the rescue. On at least six occasions this summer, fish have jumped into boats on the Fox River and northern Wisconsin lakes. They are frightened when hit by motorboats which they are unable to see because of the mudiness of the water.

"POOR LITTLE RICH GIRL"
HAS A HOME
AT LAST; SHE'S WED

Ramona Borden, Daughter of the Wealthy Milk Dealer, Is Now a Bride.

HAS HAD STIRRING LIFE.

Escaped From Sanitarium Where She Had Been Placed During Parents' Row.

(Special to The Evening World.)

LOS ANGELES, Cal., Sept. 8.—Ramona Borden, daughter of the millionaire milkman, Gail Borden, is a "poor little rich girl" no longer. She is on her honeymoon to-day with George S. Parkes of Anderson, Ind., wealthy banker and politician, to whom she was married here yesterday.

They left in an automobile for a trip through Southern California and were beyond the reach of the telegraph to-day.

The ceremony took place at the home of Mr. and Mrs. L. H. Valk, her grandparents, and the news was kept secret so well that the wedding of the heiress did not become known until many hours afterward. The marriage license gave her name as Alexine, omitting "Ramona," a pet name which her father bestowed upon her.

Following many disputes over the girl between Gail Borden and his wife, Mrs. Helen Valk Borden, she was placed in a sanitarium at Pompton Lake, N. J. That was in 1913, when she was just seventeen, and had already spent much of her time away from home because of the friction in the family. Miss Borden stayed at the sanitarium for a while, but tired of it and fled in an automobile with two women.

Her disappearance caused a national sensation, and the search spread to many cities. The only clue was that she had left with two women in an auto. After four days she was found in Boston and restored to her father. Then it was that she gave out her famous interview, saying:

"I wanted happiness. I longed for a mother's love. I was weary of boarding schools and the paid affection of strangers. I had riches at my command, but I had no one to whom I could pour out my heart."

"Daughters of rich people are not always happy. I haven't had a home for years. What I wanted was just a home and a mother."

Miss Borden was immediately dubbed the "Poor Little Rich Girl," and as such has figured in the papers on many occasions. Her disappearance led to subsequent reports of wild flights from various institutions, but none of these were borne out. Then she went to California with her mother and her life flowed more smoothly.

"I have never known happiness until I found it here," she said. "I ran away simply to show my father that my will was as strong as his and because I was terribly lonely. Somebody said that I was to blame for my father and mother separating. That is untrue. He was to blame for our house being divided. My father has a positive genius for moods."

Both of Struthers' legs were broken and his face was badly slashed. The father of Struthers and his brother went to Governor's Island as soon as they had been notified by Capt. Kilbourne of Gen. Wood's staff of the accident. They took with them physicians and nurses to attend both men.

Struthers had a slight accident, falling twenty feet two weeks ago. The fall is the first serious accident in the course of 1,100 flights since the school was established, Mr. Carroll said.

(For Racing Results See Page 2.)

WHITRIDGE, DEFYING THE UNION,
MAY ADOPT CONTRACT PLANTWO FLYERS HURT
IN 800-FOOT FALL;
ONE LIKELY TO DIE

J. W. W. Struthers and Charles D. Wiman in Governor's Island Mishap.

J. Walter Wood Struthers and Charles Deere Wiman, students in the army aviation school for civilians at Governor's Island, fell with a Curtiss biplane nearly 800 feet to the parade ground at Governor's Island to-day. Both were badly injured; Wiman may die.

Struthers, who is a broker and the son of Robert Struthers, architect of No. 10 East Eighty-sixth Street, has been living with his brother, William Wood Struthers, at No. 47 West Seventy-third Street, and Wiman, whose mother is a member of the famous agriculture implement manufacturing family of Moline, Ill., and who is a former Yale oarsman, both had Aero Club licenses as flyers.

They were working to qualify for military expert licenses. Struthers has been making flights alone and with passengers since May and Wiman since July.

They had been in the air, Struthers at the wheel and Wiman in the observer's seat, about fifteen minutes, when a sharp crack, as though an explosion, caused persons on the island and on Staten Island and South Brooklyn ferries to look up at them. Others who were already watching the flight in fact heard no report.

The aeroplane, which was moving very slowly, wavered, one side drooped and then it darted to the ground in a narrow spiral, constantly gaining momentum. Struthers could be seen yanking violently at his controls as it shot down, but he was unable to break the course of the spiral.

The machine struck the turf, near sharply down, about five hundred feet from the hangar. It tore a hole in the earth fifteen feet and then the whole structure, wires, frame and canvas, collapsed upon the aviators.

Philip A. Carroll of No. 22 East Forty-second Street, the instructor in charge of the school, and many soldiers and machinists ran to the spot. It was fifteen minutes before they could pry and lift the wreck apart so that the two could be lifted out.

By that time Lieut. Goodman, the post surgeon, had been called. He directed the removal of Struthers and Wiman, both of whom were conscious, to the post hospital. Wiman had suffered a broken hip and arm and was injured internally; his condition was regarded as critical.

Both of Struthers' legs were broken and his face was badly slashed. The father of Struthers and his brother went to Governor's Island as soon as they had been notified by Capt. Kilbourne of Gen. Wood's staff of the accident. They took with them physicians and nurses to attend both men.

Struthers had a slight accident, falling twenty feet two weeks ago. The fall is the first serious accident in the course of 1,100 flights since the school was established, Mr. Carroll said.

One of Them the Strathlay Which Bombs Were Placed While She Was Here.

LONDON, Sept. 8.—The British steamship Strathlay and the Ellerman Line steamship Tagus have been sunk.

All the crew of the Strathlay was saved. Thirty-four were landed in the first boat and the rest later. It is also reported that the British steamships Hazelwood and Heathdene have been sunk.

The Strathlay sailed from New York Aug. 22 for Havre. She was 570 feet long, of 4,425 tons gross, and was owned in Glasgow. Last year she was engaged in transportation of relief supplies for the Belgians.

While at her dock in New York in July of 1915 an attempt was made to destroy her, fire bombs being found concealed in the hold.

The Hazelwood was a 3,100-ton vessel, owned in Middlesbrough, England.

The Heathdene was 340 feet long, with a beam of 45 feet. She was built at Sunderland in 1901 and owned by the Dene Steamship Company of Newcastle.

The Tagus was of 937 tons gross and was operated by the Royal Mail Steam Packet Company.

Here's a Short "Cereal" Story. LONDON, Aug. 29 (by mail).—James Rice of the Highland Light Infantry married Sarah Ann Sago. Now he has applied for increased war allowance because of the birth of Taploca Rice.

Pledge Against "Master and Servant"
Agreement Demanded From All
Traction Chiefs—Refusal Expected to Bring New Strike Orders.

CALL FOR HELP SENT TO LABOR FEDERATION

Claiming that the existence of the local unions of the Amalgamated Union of Street and Electric Railway Employees is threatened by a conspiracy of the traction interests of Greater New York, the labor leaders in charge of the Interborough and New York Railways Company strike have decided to extend the strike to the Third Avenue line in Manhattan and all the trolley lines in the Bronx, Queens and Richmond. They are also endeavoring to call out the union men in the power houses, but have been unable to reach them.

Organizer Fitzgerald of the Amalgamated Union and his colleagues declare that they demand from the trolley car presidents a guarantee that they will not attempt to force upon their employees individual contracts such as have been signed by the Interborough employees. They say that if the street railroad managers will give them such a guarantee they will then insist that the managers make contracts with the Amalgamated Union for the men, and if this demand is refused the strike will be extended.

Frederick W. Whitridge, President of the Third Avenue line, intimated plainly this afternoon that he thinks well of the individual contract idea and that he will refuse to deal with the union. His attitude, it is believed, will be taken by the union leaders as justification for a strike order. Mr. Whitridge, when asked by an Evening World reporter what he intended to do about the union demands, said:

"I had no thought of applying an individual agreement to the Third Avenue line, but it isn't such a bad idea and I might adopt it after all. I am prepared to carry out the agreement underwritten by the Mayor and Mr. Straus, and to name my arbitrator. But I have always dealt with men as individuals."

Mr. Whitridge was then told by the reporter that the union leaders charge he was in conference with Interborough officials, planning action toward exterminating the unions. Mr. Whitridge said:

"If you show me that it is any of their business, I will answer it. But privately, I was up at Sherry's on Sunday. I met an Interborough official there and I had a conference with him. What that conference was about, they can assume, if they like, or guess at; but I will not tell them."

The New York Railways Company did not make a determined effort to operate the surface lines today. About 25 per cent of the cars were run. At the suggestion of Commissioner Woods, who promised adequate police protection, the cross-town lines will be operated this evening at near full capacity as is possible under strike conditions.

The management will wait until tomorrow afternoon before trying to give a full service on all lines. It is expected that many of the old men will come back under a peace offer sent out to-day by President Shonts, offering them reinstatement without prejudice at advanced pay.

PLEDGE ASKED OF ALL TRACTION HEADS.

Letters were sent to the Mahers, controlling the Bronx lines, and to the presidents of the trolley systems of Queens and Staten Island, asking them to guarantee that their employees will not be asked to sign individual contracts.

The union leaders do not expect a conciliatory reply from Mr. Whitridge.